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DEATH

On 11th July, in Naples Harbour, on board
the s.s. *Prins Eitel Friedrich*, JOSEPH
SHEFFIELD VAN BUREN, aged 55 years. [965]HONGKONG OFFICE: 104, DES VOUT ROAD C
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, AUGUST 24TH, 1910.

If the report proves correct that we may expect this week to hear of the proclamation of the annexation of Korea by Japan, it may with confidence be predicted that it will be annexation without a Customs union, and with other restrictions of a kindred character designed to safeguard the trade interests of the Foreign Powers in Korea. In most of the comments we have seen it has been taken for granted that annexation must involve the abrogation of the treaties which the Powers have with Korea. That does not, in this case, we think, necessarily follow; but even so, a safeguard yet remains so long as the Anglo-Japanese Alliance on the basis of the present Treaty endures. We do not remember to have seen the bearing of this Treaty on the question once referred to in the comments of the Home Press on the subject, but it seems to us that Article III. of that Convention remains an effective safeguard against the destruction of British and other foreign trade which the news of the impending annexation has suggested. Why Sir Edward Grey refrains from saying so we cannot understand. Article III. of the Treaty of Alliance reads: "Japan, possessing paramount political, military and economic interests in Korea, Great Britain recognises the right of Japan to take such measures of guidance, control and protection

in Korea as she may deem proper and necessary to safeguard and advance those interests, provided always that such measures are not contrary to the principle of equal opportunities for the commerce and industry of all nations." In other words, so long as that Convention endures, Japanese products and manufactures may not be admitted into Korea on any other terms than are applicable to the entire foreign trade of the country. Nor could Japan without absolutely disregarding that Convention extend to Korea fiscal legislation like the monopoly laws which obtain in Japan, for that clearly would be ignoring the principle of equal opportunity for the commerce and industry of all nations. The late PRINCE ITO, while Resident-General in Korea, never countenanced the idea of annexation, but since his death at the hands of a Korean assassin public opinion in Japan, which had previously followed his lead, has undergone a perceptible change, and it is plain that annexation would now meet with wide approval in Japan. No one was better able than the great statesman whose name is written so largely in the history of modern Japan to appreciate the economic difficulties and the political danger of that step, but it must be admitted that the international agreements of recent years, and especially the rapprochement between Russia and Japan, have practically eliminated the political danger. Russia, it is true, engaged by the Portsmouth Treaty neither to obstruct nor interfere with the "measures of guidance, protection and control" which the Imperial Government of Japan might find it necessary to take in Korea; but she did not contemplate the absorption of Korea by Japan as part and parcel of the Japanese Empire. That seems clear from the paragraph in the Treaty whereby the Powers agree to abstain from taking any military measure on the Russo-Korean frontier which may menace the security of Russian or Korean territory. Annexation clearly conflicts with this undertaking. An amicable arrangement on this question, however, is easily possible now; but upon the question of the rights of commerce with Korea enjoyed by the Treaty Powers, no arrangement to curtail those rights is conceivable in face of the Anglo-Japanese Treaty of Alliance, which contains the guarantee that the measures taken by Japan in Korea shall not be contrary to the principle of equal opportunities for the commerce and industry of all nations. Therefore, even if the Treaties made with Korea as an independent nation lapse upon the annexation of the country, we take it that so long as the Anglo-Japanese Treaty remains in force, Japanese products and manufactures must pay the same duties as the merchandise of any other country on admission into Korea. If there were any danger of the destruction of the foreign trade by annexation we should expect to see the Government of Great Britain, as representing the largest foreign commercial interests in Korea, take up a much stronger attitude on the question than the replies in Parliament to questions on the subject have so far disclosed, and we conclude, therefore, that so flagrant a breach of the Treaty of Alliance is not regarded by Sir Edward Grey as within the range of possibilities.

Witness that Colonel Bayard continues to make satisfactory progress.

On Monday a Chinese, aged about fifty, accidentally fell overboard from a rowing boat in Yau-mat Ba, and was drowned.

The total output of the Chinese Engineering and Mining Company, Limited, three mines for the week ending 6th August, 1910, amounted to 26,159.46 tons and the sales during the period to 23,556.66 tons.

A Russian paper reports that a scheme is afoot in St. Petersburg to establish a Russo-Japanese Bank. A conference was held for that purpose between Baron Mitsui and some Russian capitalists when the former visited the Russian capital some time ago.

British residents have become so numerous in Deli and have such command of capital that they intend to start a club at Medan, on land bought for the purpose. The *Deli Courant* says that the scheme runs on up-to-date lines, and includes a special hall for performances and meetings.

The Hongkong Committee for the "Mesquita" celebrations at Macao, which take place tomorrow, leaves this afternoon by the *ut Tai*, and the Shanghai Portuguese Volunteers will arrive this afternoon by the German Mail *Prins Ludwig*. They will probably proceed to Macao early to-morrow and will be present at the unveiling of the portraits of the late Governor Amaral and Colonel Mesquita at the "Gremio Militar." Both these deputations will be received at Macao on their arrival by the Central Committee of Macao. We learn from our Macao correspondent that the public subscription for the monument now amounts to \$1,730.25.

The return of visitors to the City Hall Library and Museum for the week ending the 21st August 1910, shows that of non-Chinese there were 392 to the Library and 180 to the Museum, and of Chinese 181 to the former and 2,381 to the latter. The Library was, therefore, used by 543 persons and the Museum by 2,561.

The P. M. S. S. Co. s.s. *Korea* on her present voyage out from San Francisco will make a special call at Shanghai in order to land there some 50 members of the Associated Chambers of Commerce of the Pacific Coast, U.S.A. The s.s. *Korea* was to leave San Francisco yesterday and is due at Hongkong about September 25th.

Mr. F. H. Tata, general merchant, reports to the police that on Monday he went into a tailor's shop in Queen's Road Central in order to fit on a jacket. He placed his old jacket on the counter, and when he put it on again and left the premises he discovered that he had lost fifty dollars in money from his pocket. He suspects one of the foks of the shop.

The *Sumatra Post* calls attention to the reckless way in which rubber growing companies operating in Deli have been started of late. It instances a local concern, launched the other day, with a prospectus assuring investors that it held land in that quarter with rubber trees from one to two years old growing on the estate. The land turned out to be a piece of primitive forest!

At first sight it almost appeared as if another trunk tragedy had been committed in the Colony when it was discovered that the Sailors' Home yesterday that there was a trunk in one of the rooms with a dead body in it. Explanations followed, however, and it was ascertained that the incident referred to a dutiful son bringing the remains of his father, who had recently died, back to Hongkong for interment.

At the Magistrate's yesterday an ex-lukong was sentenced to three months' imprisonment for the theft of \$30 in money and some clothing from another man. Apparently the two men had been celebrating some festival on Saturday and went to sleep in the same apartment. When the other man woke he discovered that the ex-lukong had gone, taking with him his money and clothing. Some time later the lukong was arrested wearing the clothing he had stolen.

A sensational auction of town house property at Saigon is reported under date August 3. It belonged to the estate of a Chinese bank commissioner, deceased, who held more such property at Singapore than at Saigon. The sale-room was crowded with 300 Chinese, besides a throng of Chetties, Indians, and Europeans. The houses and lands put up lay in the heart of the business quarter. Never before had such a big auction been held there. The buyers were all Chinese, and the prices realised came to \$792,000.

The *Peking Daily News* of the 12th inst. contains the following paragraph:—"In spite of the energetic steps taken by the Sanitary Board, which is generally considered a nuisance to the public, Hongkong is not free from plague. Latest papers to hand state that many cases of plague have been reported." For the information of our contemporary we may say that Hongkong has yet for many years been as free from plague as it has this year. From the 1st of January to date only 24 cases have been notified.

The *Pingang Gazette* is calling attention to the exorbitant demands of luggage coolies at Swettenham wharf, who are licensed by the Penang Committee of the Tanjong Pagar Dock Board. The writer states that he heard a dollar demanded from each of two passengers to remove two or three packages of luggage to the boat leaving for Negapatnam, or else the coolies would not move the luggage. The steamer was only caught by complying with the demand. Complaints of this sort are often heard, but the management is apathetic.

A sensational occurrence marked the voyage of the *Ban Poh* from Singapore to Macassar. When a day off the latter port second officer Guy, who was until recently the master of the *Teresa* and who is said to have lost his life's savings through an absconding broker, jumped over the side of the vessel and was drowned. A search was made for the body for an hour and a half, but no sign of the missing officer could be found. Guy, who was a single man, had been greatly upset by the loss of his savings.

At the Magistrate's yesterday Mr. J. B. Wood was occupied a considerable time in hearing a charge preferred by an Indian policeman against a Portuguese for having thrown water over him and in hearing a cross summons by the Portuguese against the Indian for disorderly conduct. The Portuguese alleged some interference on the part of the Indian with his amah. His Worship told the Portuguese that he had no right to throw the water over the Indian and he dismissed the summons, leaving the Indian to be dealt with by the Captain Superintendent of Police.

The *Saigon Opinion* says that the shipbuilding yards there and at Haiphong—six in number—stand in sore need of protection against vessels built at Singapore and Hongkong at cheaper rates, which easily acquire a French register in Indo-China after satisfying certain low customs duties. Owing to the heavy charges, vessels frequenting Saigon and Haiphong are not repaired there unless in urgent cases. Even the Government has built vessels at Hongkong and Singapore rather than at local yards—the advantage in cheapness coming even to 35 per cent. The cry is for customs duties high enough to counterbalance this percentage.

TELEGRAMS. TELEGRAMS.

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ANNEXATION OF KOREA.

Tokyo, August 23rd.
On Monday the Privy Council, in the presence of the Emperor, approved. It is believed, of the Annexation Treaty reported to have been signed yesterday at Seoul.

The promulgation in Tokyo is expected daily.

FLOODS IN JAPAN.

Tokyo, August 23rd.
The floods have subsided and the health situation is well controlled.

[REUTERS'S SERVICE TO THE "HONGKONG
DAILY PRESS."]

THE "IKOMA."

LONDON, August 23rd.
A brilliant "At Home" given at Brest on the "Ikoma" was attended by the civil and military authorities.

THE KAISER AND THE
TOKYO FLOODS.

LONDON, August 23rd.
Herr von Kiderlen-Waechter (Foreign Secretary), by command of the Kaiser, has called upon the Japanese Ambassador to convey His Majesty's condolences upon the destruction and loss of life occasioned by the floods in Tokyo.

GERMANY'S REVENUE.

LONDON, August 23rd.
A Berlin message states that the revenue of Germany for 1909-10 exceeded the estimates by £3,625,000 sterling, while the expenditure was two millions below the estimates. The deficit coverable by loan has been reduced to £6,300,000.

THE REVOLUTION IN
NICARAGUA.

LONDON, August 23rd.
The revolutionists have captured Managua and Juan. Sr. Estrada has been proclaimed President of Nicaragua.

PRESIDENT TAFT AND MR.
ROOSEVELT

LONDON, August 23rd.
President Taft in a letter to the President of the Republican Committee categorically denies any breach between himself and Mr. Roosevelt, and declares that the prevailing impression of such breach has been engineered by reactionary Republicans.

A RICE PROBLEM.

Mr. J. R. Wood, sitting at the Magistrate's, has decided a problem presented by a prosecution at the instance of a rice guild in Bonham Strand. On Thursday last a coolie was charged with having stolen two bags of rice sweepings from a steamer, and when Mr. Davidson, of Messrs. Hastings & Hastings, appeared in support of the charge he asked that it be entered from rice sweepings to rice. The Magistrate consented, and the hearing was proceeded with. In the course thereof it was suggested that the bags would probably be found to contain genuine rice beneath the surface of sweepings, and when one was emptied into a blanket in the presence of the Court it was seen that it was mostly dust and other sweepings.

At the hearing on Thursday the defendant stated that he had got the sweepings from the steamer *Hue*, but a member of the office staff of Marty & Company proved that that steamer had been laid up since May. Police Sgt. Watt (11) was called yesterday and stated that when defendant was brought to No. 3 Police Station on the 10th inst. charged with the larceny of two bags of rice he refused to take the charge. Defendant left the station and was called back in consequence of a statement made to the effect that he had been a Chinese detective officer, who despatched a Chinese detective with the man to ascertain if his story was true. The detective returned later and reported that he had gone on board the ship pointed out to him by the defendant and was informed that the man had received permission to collect the sweepings from the deck. Witness saw the boatman, who said that he knew the defendant and had given him permission to sweep the rice from the deck. The bags were left at the station and had not been removed since. The defendant complained appeared at the station he said that he recognised the rice was his.

Mr. Davidson argued that the rice was the property of the associated firms and that defendant in taking it was guilty of larceny. His Worship discharged the defendant and made no order for costs.

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DAILY PRESS."]

THE "BEDFORD" DISASTER.

EIGHTEEN MEN DROWNED.

LONDON, August 23rd.
H.M.S. "Bedford" was carrying out full-speed trials when she grounded early yesterday morning on the Samarang Rocks in the Straits of Korea. Eighteen men were drowned by the inrush of water.

There is very little chance of salvaging the ship, which is full of water to the engine-room bulkhead.

The survivors were taken off by the "Minotaur" and "Monmouth," which anchored near the scene of the wreck at day time, but were compelled by the heavy sea to put out at night.

["DAILY PRESS" EXCLUSIVE SERVICE.]

JAPAN'S ASSISTANCE.

Tokyo, August 23rd.
The Japanese cruiser "Idzumi," a salvage steamer, a destroyer, and transport lighters left Sasebo at five o'clock this morning, proceeding to the assistance of the stranded cruiser and crew. It is expected that with good weather they should reach the "Bedford" this evening.

The situation of the warship is considered serious.

The Navy Department has not received information as to the cause of the disaster or the casualties reported on the "Bedford," but every arrangement suitable for the funeral will be made.

The British Consul at Seoul has left Chemulpo in a dispatch boat.

A force of gendarmes has also proceeded to the locality.

The *Bedford*, which was placed on the China Station over three years ago, is a first class armoured cruiser, of 9,800 tons. She carries fourteen six-inch eight three-inch, five small quick firing, and eight machine guns, and her speed is given at 23 knots, though she has done 24.5 knots. Built at Fairfield on the Clyde, she was launched in 1901 and completed two years later. There are 10 cruisers of the same type in the Navy.

She was recommissioned at Hongkong in March, 1909, under Captain E. S. Fitzherbert. The Navy List gives the following list of officers:

Commander George Trevelly, Lieutenants Albert E. Dixie, Eric L. Wharton, David W. S. King, Cosmo A. O. Douglas, Philip W. S. King, Engineer Commander F. C. Williams; Engineer Lieutenants Walter C. Hoppel, James D. Niven, Archibald S. De St. Legier; Captain C. L. Mayhew (Royal Marines), Chaplain, Rev. Lewis G. Jones, M.A.; Fleet Surgeon George A. S. Bell; Fleet Paymaster Harry G. Wilson; Surgeon Robert M. Riggall; Sub-Lieutenants F. P. O. Bridgeman, John N. Pelly, Donald F. O. C. Brodie; Engineer Sub-Lieutenant Arthur E. Lane; Assistant Paymaster James A. B. Robertson; Gunners Arthur F. Donovan and Joseph Young; Boatwain Patrick Cashman; Sig. Boatwain John Baggett; Carpenter Roger Cadogan; Artificer Engineers Robert Driscoll and Alfred J. J. Roberts; Clerk, Cecil K. Lloyd.

The Samarang rock is about two miles S.W. of Loney Bluff, a projecting promontory on the south shore of the west end of Quelpart. The rock derives its name from the fact that it was charted by Captain Sir E. Belcher, who surveyed these seas in H.M.S. *Samarang* in 1845.

INTERPORT CRICKET.

SHANGHAI AND HONGKONG AT SHANGHAI,
OCTOBER, 1910.

Mr. A. R. Lowe, secretary of the Hongkong Cricket Club, informs us that the Shanghai Cricket Club have invited the Club to send a cricket team to Shanghai, and that an acceptance has been sent. The team should leave Hongkong about 1st October and be back again within a fortnight. The selection of the team and all practice arrangements will be decided on by the Hongkong Cricket Club Committee.

Invitations have been issued to the various Cricket Clubs in the Colony to nominate two of their members who have a probable chance of places in the team to practice on the Cricket Ground during September, and members of the Club are invited to notify the Secretary of any likely aspirants to interpret honours with a view to a trial being afforded them.

Only those players whose names are included in the special list on the notice board are entitled to practice at the nets before 1st October, 1910, when the ground will be open as usual for cricket and tennis.

SUPREME COURT.

Tuesday, August 23rd.

IN APPELLATE JURISDICTION.

BEFORE THE FULL COURT.

MOTION TO REScind A LEAVE TO APPEAL.

In the action in which the Imperial Bank of China are appellants, and Leung Shin Kong the respondent, a motion was brought for an order that the provisional leave to appeal to His Majesty in Privy Council against the decree of the Court pronounced in the action on June 28th, 1909, and granted to the appellants, be rescinded by reason of the appellants not having paid to the respondent a sum of \$3,626.04, interests on taxed costs.

Mr. M. W. Slade, K.C., instructed by Mr. E. Paget Hett (of Messrs. Bruton & Hett), appeared for the respondent, and Mr. C. G. Alabaster, instructed by Mr. H. J. Gedge (of Messrs. Johnson, Stokes & Master), represented the appellants.

Mr. Slade informed the Court that it was laid down in the Code that unless the Court otherwise ordered, interests on costs should be recoverable as costs from the date of the judgment to the date of payment. The three months' time allowed had come to an end, and the Imperial Bank of China had not paid the costs. At the end of the time stated the appellants applied for final leave to appeal, and the Chief Justice gave a sort of provisional final leave to appeal. Before the appellants could carry the appeal on they had to get from the Registrar a certificate stating that everything had been done here which ought to have been done, but at that date they had not paid their costs according to the order. The bank had not provided their solicitors here with costs, and the Chief Justice allowed them an extra ten days in which to pay their costs.

The Chief Justice—The order in my note is that the provisional order would be rescinded if the costs were not paid!

The Chief Justice—Yes.

Mr. Slade stated that the actual amount of the taxed costs were paid, but shortly afterwards respondent applied for payment of the interest on these costs, and appellants contended that they were not obliged to pay it. Finally, respondent tried to get costs by issuing execution, but failed. The Registrar would not give a certificate until these costs were paid, and the final order could not be filed until the Registrar had given his certificate stating that all conditions of the order had been fulfilled. Time lapsed on, and the respondent thought it only right to make this application to the Court.

Mr. Alabaster submitted that the whole of this application was misconceived. The order was that the appellants should pay costs by a certain day, and they had paid the costs by that day. Interests on costs were not costs. There was nothing in the White Book or in the Code which said they were.

The Chief Justice—It says in a rule that they can be recoverable as costs.

Mr. Alabaster—They are not entitled to have the interest paid as a condition precedent to our appeal going on.

The Chief Justice—If you are liable why don't you pay?

Mr. Alabaster—We are only agents. The respondent should go to Shanghai to recover.

Mr. Slade—That is exactly what we have done.

The Chief Justice—It is a peculiar thing to admit, and then say you won't pay.

Mr. Alabaster—We do not say we are liable; we say, assuming we are.

The Chief Justice—You are liable to pay these costs, come to Court not having paid them, and want the benefit of another order.

Mr. Alabaster—They can go to Shanghai and make us pay.

Mr. Slade—We cannot. We have tried very hard.

The Chief Justice—What are they going to do when they get to Shanghai?

Mr. Alabaster—Cannot they sue in the Mixed Court? If fairly procedure prevents them—

The Chief Justice—Fairly procedure enables you to evade your obligation.

The Chief Justice intimated that the Court would consider the matter.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR FRANCIS PIGGOTT,
(CHIEF JUSTICE).

A COMPANY WOUND UP.

A petition was presented to the Court praying that the Hongkong and Manilla Yuen Sheng Exchange and Trading Co., Ltd., be wound up.

Mr. E. H. Potter, instructed by Messrs. Johnson, Stokes & Master, appeared for the petitioning creditors, and on the instructions of Messrs. Denny & Bowley he appeared for other creditors who supported the petition. Mr. Alabaster, instructed by Messrs. Johnson, Stokes & Master, represented the Netherlands and Deutsche Asiatische Banks, and Mr. M. W. Slade, K.C., instructed by Messrs. Johnson, Stokes & Master, appeared on behalf of the Yuen Sheng Company.

Mr. Potter informed the Court that this petition was made under the Companies' Ordinance of 1865 for the winding up of the Company, and all the creditors consented.

Counsel then read the petition, which was made by Ip San Chi and the Lu Wo Fat firm. It stated that the Hongkong and Manilla Yuen Sheng Exchange Trading Co., Ltd., was incorporated in the month of September, 1904, under the Companies Ordinance of 1865, and its registered office was at No. 64, Bonham Strand West. The nominal capital of the company was \$2,000,000 divided into 20,000 shares of \$100 each. The amount of capital paid up, or credited as paid up, was \$1,000,000. After setting forth the objects for which the Company was formed, and the difficulties which it experienced, the petitioners concluded by asking that the Company might be wound up by the Court under the provisions of the Companies' Ordinance of 1865, and that Mr. Lan Chi Pak, comptroller to Messrs. A. S. Watson & Co., might be appointed official liquidator for the purpose of conducting the proceedings in winding up the Company and assisting the Court therein, with power to carry on the business of the Company so far as might be necessary for the beneficial winding up, or that such other order might be made under the premises as should be just.

After Mr. Potter had read a long list of affidavits filed by interested parties his Lordship ordered that the Company be wound up.

Mr. Z. Nakamura, the President of the South Manchurian Railway Company, states that the practical side of the through railway traffic system as referred to in the Russia-Japan Convention will be settled shortly at the Russian capital and that the Railway Company has under contemplation the extension of the Dairen-Shanghai steamer service to Hongkong.

NOTES AND NEWS.

300,000,000 BIRDS FOR HATS.

Oddly enough, the Society for the Protection of Animals this year presented its annual "grand prix" to M. Rostand, the author of "Chantecler."

EUROPE'S EDUCATION BILL.

The cost of primary instruction in Europe, as we read in a Paris-contemporary, reaches the colossal sum of 2,100,000,000 francs, or £34,000,000. Germany takes the lead with 650,000,000 francs, or £22,000,000; Great Britain follows with 560,000,000, or £22,400,000; France following with 250,000,000 francs, or £10,000,000. Russia, with a population to one-fourth of that of Europe, only expends one-twentieth of the total sum. The total number of schools in Europe is 460,000; the teachers number 1,000,000, and the pupils 45,000,000.

FLYING ROUND THE ALPS IN AIRSHIPS.

A passenger airship service started on July 22nd. In favorable and weather permitting, daily trips of from one to two hours' duration are made around the Bergenstock, which is 1,480 feet above the lake. Every aerial tourist who was on board the airship during its first voyage was delighted with the novel view of the Alps. One American traveler booked a seat for every trip during the second week at \$7 a trip. The airship travels at a speed of about thirty miles an hour. It is fitted with powerful motor. The military authorities are greatly interested, as Switzerland does not possess an army dirigible.

CENSORSHIP OF LETTERS IN RUSSIA.

In Russia one letter in every ten passing through the post is opened by the authorities as a matter of course. Indeed, the postal authorities of every country have experts who have raised letter opening to a fine art. Some kinds of paper can be steamed open without leaving any traces, and this simple operation is finished by refastening the flap with a bone instrument. In the case of a seal, a matrix is taken by means of new bread before breaking the wax. When these methods fail, the envelope is placed between pieces of wood with edge projecting one-twentieth of an inch. The edge of the envelope is first flattened, then roughened, and finally slit open. Later a hair line of string white gum is applied and the edges united under pressure.

THE "CURSE OF SCOTLAND."

The "Curse of Scotland," referred to recently in the House of Commons by the Marquess of Tullibardine, according to "J. P.," writing in the *Glasgow Herald*, offers a fine example of the vitality of popular tradition, but there is

not, he maintains, a show of historical basis for any of the numerous tales—of Flodden, Glencoe, Lord Stair, Culloden, &c.—that have clustered round the "curse." The "curse" is the "corse" of Scotland. Anyone acquainted with old Scotch literature, and even with modern usage, knows that "r" in the vernacular has a way of changing its place, and, like many other words similarly treated, *corse* becomes "*curse*." Therefore, the *Corse* of Scotland is the *Cross* of Scotland, and that is the St. Andrew's Cross, which is clearly depicted in the nine of diamonds.

THE KING AND BALMORAL.

Balmoral will, says *M.A.P.*, become much more of a palace than it was in the last two

reigns. In Queen Victoria's time the atmosphere of Balmoral was akin to that of a large house where domestic peace predominated. "In King Edward's time the mustiness was removed to a large extent, but His late Majesty was su-

little enamoured of the place that periodically the rumour went abroad that he wished to dispossess of it. This will certainly not happen under King George. Already, in anticipation of his visit, the grounds and interior of the Castle are being vigorously overhauled, and the King is having inventories prepared with a view to furnishing the place.

ther embellishments and improvements. The attraction, of course, is the shooting. Nowhere can the King obtain better deer-stalking, a sport of which he is exceedingly fond.

Matlock has a Smiling Club, which numbers 1,500 members in all parts of the country, and is rapidly growing. The club owes its creation and growth to the persistently genial efforts of Mr. Matlock.

Thompson Crowe, a commercial traveller who lives at Matlock. Mr. Crowe travels hundreds of miles every week, and counts a day ill-spent when he does not enrol a few more members of the Smiling Club, and induce them to part with the

entrance fee of a shilling. The ceremony of initiation in the Smiling Club is performed by Mr. Crowe with the aid of two assistants carrying tongs and poker. The club has a secret sign by which members may recognise one another.

another. It consists of a cheerful smile and graceful bow, after which each member ostentatiously tickles himself under the left arm. One reason why the Smiling Club has proved such a success is that Mr. Crowe devoted

all the shillings to a fund for providing children with country or seaside holidays. has raised £60 in smiling shillings this year.

MR. HARRIMAN'S FORTUNE.
The inheritance tax of £134,090, paid

month, shows that Mr. Harriman died worth £14,250,000, instead of the £20,000,000 which the public credited him. Even the railway king's friends thought £18,000,000 a conservative estimate. 'The authorities who re-

Mr. Harriman owned, but the information not yet been forthcoming. It is recalled that Cornelius Vanderbilt, Jay Gould, Stewart Kennedy the little-known phi-

Stewart Kennedy, a Scotch-
thorapist who came to New York an emi-
boy from Scotland and acquired wealth, all
fortunes just over £14,000,000. This am-
would be greater but for the practice of An-
millionaires to distribute their funds lo-

ly during life to universities, charities, hospitals. Mr. J. D. Rockefeller, the Standard Oil king, who is undoubtedly the world's richest man, has lately been busy ridding himself of many superfluous millions, and if his li-

prolonged he may yet be successful in con-
ing the real extent of the wealth he
acquired. A short time ago one of Mr. R-
feller's lieutenants, Henry Rogers, died, leav-
ing nearly \$8,000,000, and what Rogers had a

best was always a mere bagatelle compared with the wealth of his chief.

WRIGHT AND GREIG'S "PREMIER"

im, had
now they
good in
a bonny

SCOTCH WHISKY—just the same as
get at home in Scotland.—Avt.

ther and

For your own comfort in Tropical Countries use **CALVERT'S** Carbolic Soaps.

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Calvert's 20% Carbolic Soap.

Among the special purposes for which this powerful antiseptic soap is useful, it has secured a wide popularity as a safeguard against infection, as a protection against mosquitoes and other insects, or for antiseptically cleansing their bites.

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You will appreciate the feeling of thorough purification ensured by the antiseptic properties of this delicately perfumed soap, while its pure quality meets the requirements of even a sensitive skin.

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Which meets your special need?
Each suits the climate.

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THE SUPREME ACHIEVEMENT
IN BEEF CONCENTRATION.

Infinitely superior to Meat Extract
or Beef Tea.

BOVRIL is supplied to the British
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BY APPOINTMENT TO  HIS MAJESTY THE KING.

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[1134-3]



COLEMAN'S WINCARNIS, THE GREATEST TONIC IN THE WORLD.

WHAT IT has done for OTHERS it will DO FOR YOU. Its refreshing and exhilarating effects are a revelation to those who have never tried it before. "WINCARNIS" has a charm all its own, which you cannot fail to appreciate. The combination of all that is most nourishing in Beef and Malt is prepared in Wincarnis gives a TWO-POWER STANDARD that cannot be equalled for giving Strength and Stamina, Vitality and Force to Men, Women and Children.

BUY IT TO-DAY

From any leading Chemist.

MUSTARD & COMPANY.

Wholesale Distributors for China and Hongkong.
No. 22, Museum Road, Corner of Soochow Road, Shanghai. [719]

SCARCITY OF COTTON.

LORD MORLEY ON THE INDIAN SUPPLY.

Vice-Lord Morley received at the India Office on the 27th ult. a deputation representative of European and Indian cotton spinners, who desired the expansion of cotton growing in India. Mr. Emmott, M.P., introduced the deputation, which included Lord Rotherham, Mr. A. A. Haworth, M.P., Mr. W. Barton, M.P., Mr. G. Arbuthnot, M.P., Mr. A. H. Gill, M.P., Mr. C. W. Macara, Mr. J. B. Tattersall, Mr. N. N. Wadia, of Bombay; Mr. S. M. Johnson, of Cawnpore; Mr. John Smethurst and Mr. Arno Schmitt (secretary).

Mr. Macara said it was to India that all the cotton manufacturing countries of the world looked for the speediest relief from the shortage of raw material. As a cotton-producing country India came next to the United States, and it would be an enormous relief if the cultivation of Indian cotton could be so encouraged that both the quality would be improved and the quantity largely increased. The greater the supply of Indian cotton the more American cotton would be available for England and other countries which found American cotton most suitable for their trade. Mr. N. N. Wadia, of Bombay, remarked that owing to the high price of American cotton Indian cotton was nearly double the price at which it stood two years ago. All recognised the efforts which the Indian Government had made to develop the cotton-growing industry there, but these measures had been tentative and were not producing sufficient practical results. Special staffs should be appointed in each province to ensure both an increase in the yield and an improved quality of cotton.

Lord Morley, in reply, said he strongly sympathized with the object of the deputation. Lancashire happened to be his own county, and his dearest associations, certainly of early life, were connected with the sound of the factory bell and the general life of the Lancashire operative. But sympathy was not the end of these great economic demands. Mr. Macara, whose services nobody valued more than he, had told them that the cotton trade of the world had never been in a more critical condition than it was today. That very important statement should make the Government of India and everybody else extremely anxious to do anything which could be done to alleviate such a condition of things. In language which contained a vital truth Mr. Macara had also talked of inter-dependence of the nations of the world, a truth which in some political struggles politicians were apt to forget. The economic world, now, and a larger world than that, progressed because the inter-dependence of the nations was more fully recognised, and wise statesmen in all countries were constantly (or ought to be) adapting their legislation and policy to that view. Before coming to meet that deputation he had studied the papers with which he had been supplied. He gathered that the deputation did not for a minute attack the Government of India.

DIFFICULTIES OF THE INDIAN GOVERNMENT. It was recognised that for a number of years the Government of India had done their best to stimulate the production of cotton in India, and it was also recognised that these great expansions of agricultural growth could not be accomplished in a day. Moreover, they recognised, he was sure, that the funds of the Indian Government were not unlimited. It was a great mistake to suppose that India abounded in spare cash. Quite the contrary. There was the further consideration, with which they would agree that it would never do for the Government of India's agricultural department to concentrate all their energies and activities upon a single branch of production, whether that branch was cotton or anything else. If more cotton-growing meant that less wheat was to be grown and less of other food crops than the price of food would rise, and the difficulties of the Government, which were not inconsiderable, would be increased. He was informed by those well acquainted with India that the Indian producer was a small man, not quite able to adapt all the conditions of high-class farming. These matters, Lord Morley continued, he mentioned to show that in order to meet the views of the deputation the Indian Government had to surmount real difficulties which were very deep. But that would certainly not diminish his interest in the proposals which were laid before him nor his determination to press them as strongly as he could upon the Government of India. Twelve or fourteen years ago the Indian cotton crop represented three and a quarter million bales, and the acreage was 15,000,000. Within the last few years the acreage had increased to 20,000,000 and upwards, and the yield in a fair average year was well over 4,000,000 bales. The Indian bale was one fifth less than the American bale, but that did not matter for the present purpose. Now he came to last year's crop. It was returned at four and a half million bales, and as these returns were generally under estimates the probability was the crop approached, even if it did not exceed, 5,000,000 bales. That was borne out by Mr. Schmitt, who said that the Indian crop of 1909 had been estimated to be half as much as the American crop.

SIZE OF THE INDIAN COTTON CROP. The Indian cotton crop was now the second largest in the world, and that, he understood, was the reason why the deputation was not displeased with the Indian Government. All admitted that the Indian Government had done as well as they could. Now he came to the exports. The average export during the years ending 1900 was 1,500,000 bales, but the average exports of late years had been over 2,000,000 bales, and in the year ending March 31 last they exceeded two and a half million bales. These were very remarkable figures, and very encouraging. (Hear, hear.) That during the last decade India had succeeded in providing cotton for its own increasing factories and mills, and at the same time should have increased its export to the world, was a very remarkable fact, bearing distinctly on the object of the deputation. (Hear, hear.) He asked himself how much of this expansion was due to the action of the Government, and he suspected that a far more potent influence than the action of the Government had been the demand of the trade and the 30 to 50 per cent. higher prices which had been secured. A great Government Office was not the place to say that, but it suggested the reflection that these great economic movements, Government Departments could do a great deal less than was supposed. But they could do something, and he promised that he would urge upon the attention of the agricultural department in India the importance of doing all in their power to encourage cotton cultivation. (Cheers.)

After thanks had been voted to Lord Morley, the deputation withdrew.

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June, 1910. With INDEX. Price \$7.50. On sale at the "HONGKONG DAILY PRESS" Office. Hongkong, 30th June, 1910.

LATEST STEAMER MOVEMENTS.

The cargo of Silk shipped on board the M.M. str. *Tonkin*, which left this port on the 19th ult. was delivered in Lyons on the 22nd inst. The *Apar* str. *Amoy* left for Hongkong, Shanghai and Kobe on the 23rd instant morning, and may be expected here on or about the 23rd inst. The C.P.R. Co.'s str. *Monteagle* arrived at Nagasaki at 2.30 p.m. on the 22nd instant, and left again at 10 p.m. same day for Kobe, where she is due to arrive at 10 a.m. on the 24th inst.

Rowland's Macassar Oil

FOR THE HAIR

Is the Best Preparation you can use.

WHY?

BECAUSE without it the Hair becomes dry, thin, and brittle, and this is the nearest approach to the natural oil in the Hair, the loss of which causes baldness.

BECAUSE you must keep the Hair well nourished and not dry, or you will soon lose it.

Ladies require it to keep the Hair soft and silky.

Men require it to prevent baldness. Children require it to lay the foundation of a luxuriant growth. Sold in a Golden Case for Hair, Face, Nails, Etc., etc., at all Chemists, Grocers, and Druggists, 6, Hatton Garden, London. Avoid cheap spurious imitations and only buy the genuine Rowland's.

KEATING'S WORM TABLETS

A purely vegetable medicine. Sold in Golden Cases by all Druggists. Keating's Worm Tablets furnish a most agreeable method of administering the only certain remedy for Intestinal or Thread Worms. Perfectly safe, mild, and especially adapted for children. To be obtained of all Druggists. Sole Importers, THOMAS KEATING, London, Eng.

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SCOTCH WHISKY.

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A. S. WATSON & Co., Ltd.

A BROKEN-DOWN SYSTEM.

This is a condition (or disease) to which doctors give many names, but which few of them really understand. It is simply nervous breakdown, as it were, of the vital forces that sustain the system. No matter what may be its causes (for they are almost innumerable), its symptoms are such as the name; the more prominent being sleeplessness, sense of prostration or weariness, depression of spirits and want of energy for all the ordinary affairs of life. Now, what a miserable condition is this! It is a condition which is incurable unless the system is restored to its normal state.

VITAL STRENGTH & ENERGY

to throw off these morbid feelings, and experience proves that as night succeeds the day this may be more certainly effected by a course of

THE NEW FRENCH REMEDY

THERAPION No. 3

than by any other known combination. So surely as it is taken in accordance with the directions accompanying it, the shattered health is restored, the expiring lamp of life

LIGHTED UP AFRESH,

and a new culture imparted in place of what had so lately seemed worn-out, used-up, and valueless. This wonderful medicine is suitable for all ages, constitutions and conditions, in either sex; and is difficult to imagine a case of disease or derangement whose main features are those of debility, that will not be speedily and permanently overcome by this recuperative essence, which is destined to cast into oblivion everything that had preceded it for this wide-spread and numerous class of human ailments.

THERAPION

of principal Chemists and Druggists, The Anglo-Siam Dispensary, Ltd., 11, Market Street, Hongkong. Price in England, 2/6. Purchasers should see that word "THERAPION" appears on a red ground.

Stamp (in white letters) on a red ground, affixed to every genuine package.

Therapion is now also obtainable in DRAGEE (TABLETS) FORM.

"SHACKELL" "SEAL" RED PRINTING INK

IS ABSOLUTELY THE BRIGHTEST RED ON THE MARKET.

SAMPLE GRATIS

SHACKELL EDWARDS & CO., LTD.

PRINTING INK MAKERS.

ESTABLISHED 1786.

HEAD OFFICE—5, RED LION PASSAGE, FLEET STREET, LONDON, E.C. Hongkong, 16th October, 1907. [939]

NAPIER JOHNSTONES' "SQUARE BOTTLE"

WHISKY.



BEWARE OF IMITATIONS.
UNVARIED FOR THE SAME TO-DAY AS IN 1743. 150 YEARS.

SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & CO.,
and from ALL WINE MERCHANTS. [46]

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LADIES SAFE & EASY

For functional troubles, delay, pain and those irregularities peculiar to the sex.

Prescribed by the highest French Medical authorities and superior to Tansy, steel Drops and Penny royal. CHAPOTEAU, 8, rue Vivienne, Paris. Sold by all Chemists.

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Cable addresses for above, "IWASAKI" Codes, A1, ABC 5th Ed., Western Union.

AGENTS—YOKOHAMA: M. ASADA, Esq. CHINKIANG: Messrs. GRAHAM & Co. MANILLA: Messrs. MACONDEY & Co. For Particulars apply to HOISHI, Manager, No. 2, Pedder Street, Hongkong. [574]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

KA-24 Chests Persian Opium ex s.s. "KOLO" and

s.s. "DEVANHA," arrived August 3rd, 1910.

CONSIGNEES are hereby notified that these chests are lying in the Kowloon Godowns unclaimed at their sole risk and expense, and are requested to present their Bill of Lading for countersignature, to enable them to take delivery of the goods without further delay.

E. A. HEWETT, Superintendent, P. & O. S. N. Co. [953]

Hongkong, 19th August, 1910.

"SHACKELL" "SEAL" RED PRINTING INK

IS ABSOLUTELY THE BRIGHTEST RED ON THE MARKET.

SAMPLE GRATIS

SHACKELL EDWARDS & CO., LTD.

PRINTING INK MAKERS.

ESTABLISHED 1786.

HEAD OFFICE—5, RED LION PASSAGE, FLEET STREET, LONDON, E.C. Hongkong, 16th October, 1907. [939]

NOTICES TO CONSIGNEES

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

From MIDDLEBRO, ANTWERP, HULL, LONDON AND STRAITS.

THE Steamship

"GLENAVON." Capt. B. Woolfenden, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on FRIDAY, 26th instant, at 3 p.m.

All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst. will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents. [964]

Hongkong, 20th August, 1910.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "LOTHIAN."

From GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 18th prox., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst. at 2.30 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents. [963]

Hongkong, 20th August, 1910.

FROM EUROPE.

THE H.A.L. Steamship

"HELLAS."

Captain Vogel, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the Godowns and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence delivery may be obtained against Bills of Lading countersigned by the Underwriter.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th Aug. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 27th Aug., at 3 p.m.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo: Ex s.s. "Glenwalden" from New York. Ex s.s. "Gisborg" from Göteborg. HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 22nd August, 1910. [970]

"INDRA" LINE LIMITED.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Company's Steamship

"INDRAVELL."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns and/or extra-hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 27th inst., at 6 p.m., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in Godown, where they will be examined at 9.30 a.m. on the 27th inst. No Claims will be admitted after goods have left the Godown, nor will they be recognized if not presented within 10 days of vessel's arrival here.

JARDINE, MATHESON & Co., Ltd., Agents. Hongkong, 22nd August, 1910. [971]

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra-hazardous Godowns of Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godown, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 29th inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 29th inst., at 9.30 a.m.

All Claims must reach us before the 3rd Sept., or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Underwriter.

NORDDEUTSCHER LLOYD, MELCHERS & Co., General Agents. [95]

Hongkong, 22nd August, 1910.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, SYRIA and YOKOHAMA	Capt. D. C. Gregor, R.M.S.	Noon, 24th Aug.	Freight and Passage.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and Marseilles	Capt. R. A. Peters	4 P.M., 25th Aug.	Freight and Passage.
SHANGHAI	DELTA	About 1st Sept.	Freight and Passage.
LONDON via Usual Ports	ABADIA	Noon, 3rd Sept.	See Special Advertisement.

For further Particulars, apply to
E. A. HEWETT, Superintendent
Hongkong, 24th August, 1910.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
CEBU	"SUNGKIAN"	On 24th Aug., 4 P.M.
SHANGHAI	"CHINHUA"	On 25th Aug., 4 P.M.
CHEFOO & TIENTSIN	"KUEICHOW"	On 29th Aug., 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN"	On 31st Aug., 3 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI".
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.
MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.
FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.
N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.
These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.
FARE, \$45 SINGLE and \$80 RETURN.
For Freight or Passage apply to—
HONGKONG, 24th August, 1910
BUTTERFIELD & SWIRE, AGENTS.

INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL
TIENTSIN via TSINGTAU and WEIHAIWEI	"CHEONGSHING"	Thursday, 25th Aug., Noon.
SHANGHAI	"HANGSANG"	Friday, 26th Aug., Noon.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Friday, 26th Aug., Noon.
MANILA	"YUENSANG"	Friday, 26th Aug., 4 P.M.
SHANGHAI	"WAISHING"	Sunday, 28th Aug., 5 P.M.
BANDAKAN	"MAUSANG"	Monday, 29th Aug., 5 P.M.
MANILA	"LOONGSANG"	Friday, 2nd Sept., 4 P.M.
SHANGHAI, KOBE & MOJI	"NAMSANG"	Monday, 12th Sept., Noon.

RETURN TOURS TO JAPAN.
OCCUPYING 24 DAYS.
The Steamers "KUMSANG" and "NAMSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A duly qualified surgeon is also carried.
Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.
Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.
Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.
Telephone No. 215, Sui. Exch. 4.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., LTD.,
HONGKONG, 24th August, 1910. GENERAL MANAGER

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"TRANQUEBAR"	On 10th September

For Further Particulars apply to
HONGKONG, 18th August, 1910.
MELOHERS & CO., AGENTS.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

SWATOW, AMOY AND FOOCHEW

AND RETURN.
Occupying 9 to 10 Days.

STEAMSHIPS	CAPTAIN	LEAVING.
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 26th Aug., at 10 A.M.
"HAIYAN"	Capt. J. W. Evans	TUESDAY, 30th Aug., at 10 A.M.
"HAIYANG"	Capt. A. E. Hodgins	FRIDAY, 2nd Sept., at 10 A.M.

For SWATOW AND RETURN.
(Occupying 3 Days).

"HAIMUN"	Capt. A. H. Stewart	WEDNESDAY, 24th Aug., at 10 A.M.
		SUNDAY, 28th Aug., at 11 A.M.

Steamers will arrive at, and Depart from the Company's Wharf (near Blake Pier).
During the Months of August and September, a Special Reduction of 20% on Fares to Swatow and Return will be Allowed.
For Freight and Passage apply to—
DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 24th August, 1910.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATE.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	HITACHI MARU Capt. N. Mathison	7,000	WEDNESDAY, 31st Aug., at Daylight
	KANAGAWA MARU Capt. C. H. Butler	7,000	THURSDAY, 8th Sept., at 5 P.M.
	MIYAZAKI MARU Capt. T. Murai	9,000	WEDNESDAY, 14th Sept., at Daylight
VICTORIA B.C. & SEATTLE	SADO MARU Capt. Horiuchi	7,000	SATURDAY, 10th Sept., from Kobe
VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	AWA MARU Capt. S. Ishikawa	7,000	TUESDAY, 13th Sept., at 4 P.M.
	INABA MARU Capt. K. Kawara	7,000	TUESDAY, 11th Oct., at Noon
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winkler	6,000	FRIDAY, 2nd Sept., at Noon
	YAWATA MARU Capt. T. Sekine	5,000	FRIDAY, 30th Sept., at Noon
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU Capt. T. Sekine	5,000	WEDNESDAY, 31st Aug., at Noon
SHANGHAI, MOJI and KOBE	HAKATA MARU Capt. A. Mooker	7,000	WEDNESDAY, 31st Aug., at Noon
KOBE and YOKOHAMA	IYO MARU Capt. R. Takeda	7,000	THURSDAY, 1st Sept., at 5 P.M.
BOMBAY via SINGAPORE and COLOMBO	COLOMBO MARU Capt. E. Combes	5,000	TUESDAY, 6th September.

CHEAPEST SUMMER RATES

HONGKONG AND JAPAN PORTS.

Commencing "Aki Maru" 30th May, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st CLASS	2nd	1st	2nd	1st	2nd
\$120	\$80	\$110	\$70	\$100	\$60
\$90	\$50	\$90	\$50	\$80	\$40

With Option of rail between Calling Ports in Japan.

† Omitting Keelung and Shimidzu.
— Calling at Saigon.
† Fitted with New System of Wireless Telegraphy. † Cargo only. * Carries Deck Passengers.
† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.
For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.
T. KUSUMOTO,
MANAGER [13-125]
Hongkong, 1st August, 1910.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBY	2540	R. Rodger	Manila	On 27th Aug., Noon.
ZAFIRO	2540	A. Fraser	Manila	On 3rd Sept., Noon.

For Freight or Passage apply to
HONGKONG, 15th August, 1910.
SHEWAN, TOMES & Co.,
General Managers. [12]

HAMBURG-AMERIKA LINIE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.
TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

For SHANGHAI, KOBE & YOKOHAMA:

S.S. AMERICA	26th Aug.
S.S. ALESIA	8th Sept.
S.S. C. FELD. LAEISZ	23rd Sept.
S.S. SENEGAMBIA	7th Oct.
S.S. SUEVIA	20th Oct.

HOMEWARD.

For HAVRE & HAMBURG:	S.S. SAXONIA	27th Aug.
For HAVRE, HAMBURG & ANTWERP:	S.S. SAMBIA	3rd Sept.
For HAVRE & HAMBURG:	S.S. SPEZIA	12th Sept.
For ROTTERDAM, HAMBURG & ANTWERP:	S.S. LIBERIA	14th Sept.
For ROTTERDAM, HAMBURG & ANTWERP:	S.S. BADENIA	28th Sept.
For MARSEILLES & HAMBURG:	S.S. AMERICA	1st Oct.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong, 24th August, 1910. Hongkong Office. [11]

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (MEXICO).

S.S. KIYO MARU	17,200 tons gross	Sail Aug. 25th, at Noon.
S.S. BUYO MARU	10,500	Oct. 22nd, at Noon.
S.S. HONGKONG MARU	11,000	Dec. 21st, at Noon.

For particulars apply to

N. YAMADA, Acting Manager.
TOYO KISEN KAISHA, King's Building.
403

Hongkong, 6th July, 1910.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAPAN	Second half of Aug.	JAVA	Second half of Aug.
TJILATJAP	JAVA	Second half of Aug.	JAPAN	First half of Sept.
TJIBODAS	JAPAN	First half of Sept.	JAVA	First half of Sept.
TJILIWONG	JAVA	First half of Sept.	SHANGHAI	First half of Sept.
TJIMAH	JAVA	Second half of Sept.	JAPAN	Second half of Sept.
TJIKINI	JAVA	First half of Oct.	SHANGHAI	First half of Oct.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.
Yok Buildings, 1st Floor.
Hongkong, 22nd August, 1910. Telephone No. 375. [16]

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE and PUGET SOUND
RAILWAY AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.
(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via KEELUNG, MOJI, KOBE and YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	WEDNESDAY, 7th Sept., at Noon.
VICTORIA, B.C. & TACOMA via MOJI, KOBE and YOKOHAMA	"PANAMA MARU" Capt. T. Ogata	6,059	WEDNESDAY, 21st Sept., at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for stowage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
SHANGHAI via SWATOW, AMOY & FOOCHEW	"BUJUN MARU" Capt. Y. FUSENO	THURSDAY, 25th Aug., at Noon.
TAMSUI via SWATOW, & AMOY	"JOSHIN MARU" Capt. H. MURAYAMA	SUNDAY, 28th Aug., at 10 A.M.
ANPING via SWATOW & AMOY	"SOSHU MARU" Capt. Y. YAMAMOTO	WEDNESDAY, 31st Aug., at Noon.

Special Reduction of 20 per cent. will be allowed to 1st and 2nd Class Passengers to Foochow during the two months of August and September, 1910.
CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The NANKING EXPOSITION.
KISEN KAISHA's Steamers at Shanghai, for The NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st CLASS	2nd CLASS	3rd CLASS
\$73.00	\$55.00	\$27.00.

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.
Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.
The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.
For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.
T. ARIMA,
MANAGER

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,

BANKERS, & C.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS

SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS for the OBERAMMERGAU PASSION

PLAYS of 1910, AND THE ANGLO-JAPANESE EXHIBI-

TION of 1910.

Head Office for the Far East:—

16, DES VŒUX ROAD, HONGKONG.

Japan Office:—

32, WATER STREET, YOKOHAMA.

6621

O. B. ICE

Made from distilled water only. Quadruplicate filtration. Absolute purity assured. Plant open to inspection at all times.

ORIENTAL BREWERY, LTD.

BREWERS AND MANUFACTURERS OF ICE,

DEPOT: 55 & 57, DES VŒUX ROAD.

[537]

REGULAR STEAMSHIP SERVICE	STEAMERS PASSED THE CANAL.
(WITH LIBERTY to CALL AT MALABAR COAST).	July 26th—Ching Wo, Laertes, Yunnan.
PROPOSED SAILING FROM HONGKONG.	29th—Amelia, Armand Behic, Deucalion, Syria, Baden: August 2nd—Austria, Bengala.
For NEW YORK.	Delayed through mutilation, Glamorganshire.
S.S. "BRAEMAR" On 25th August.	9th—Blenfontein, Denbighshire, Glenstrae, Alesia. 12th—Mendous, Nore, Pals Ling, Tonkin.
For BOSTON AND NEW YORK.	15th—Benvenue, Derflinger, Flintshire, Inverclyde, Kinloch, Malt. Delayed through mutilation, Pathan, Westphalia.
S.S. LENNOX On or About 3rd Sept.	19th—Hirano Maru, Mishima Maru, Penbrooke-shire, Prometheus, Tranquebar, Yarra.
S.S. SAINT PATRICK about 10th Sept.	Delayed through mutilation, Tonkin, Brerharg, Franz Ferdinand.
For Freight and further information, apply to DODWELL & Co., Ltd., Agents.	ARRIVALS AT HOME.
Hongkong, 25th August, 1910. [90]	August 19th—Canton.

RODI & WIENENBERGER, PFORZHEIM I/B. MANUFACTURERS OF GENUINE ROLLED GOLD JEWELRIES: NECKLETS BRACELETS, BROOCHES, SCARF-PINS, WATCH-CHAINS, &c. SMALL LOT FOR SALE.

FOR PARTICULARS, CATALOGUES AND SAMPLES, APPLY TO THE SOLE
REPRESENTATIVE FOR CHINA:

HUGO C. A. FROMM,

HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

4341

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN
Route to EUROPE.

The *Touraine*, with the French mail of the 29th ult., left Singapore on Monday, the 22nd
inst., at 5.30 a.m., and may be expected here on or about Monday, the 29th inst.

FOR	PER	DATE
Shanghai, Nagasaki, Kobe and Yokohama SIBERIAN MAIL TO EUROPE	Buelow	Wednesday, 24th, 9.00 A.M.
Saigon	Clara Jensen	Wednesday, 24th, 9.00 A.M.
Swatow	Haimun	Wednesday, 24th, 9.00 A.M.
Yokohama and Kobe	Hellas	Wednesday, 24th, 9.00 A.M.
Shanghai, Moji, Kobe and Yokohama SIBERIAN MAIL TO EUROPE	Syria	Wednesday, 24th, 11.00 A.M.
Macao	Sui Tai	Wednesday, 24th, 1.15 P.M.
Cebu	Sungking	Wednesday, 24th, 3.00 P.M.
Hankow	Chongking	Wednesday, 24th, 5.00 P.M.
Hobow and Haiphong	Mathilda	Wednesday, 24th, 5.00 P.M.
Saigon	Hopsang	Wednesday, 24th, 5.00 P.M.

EUROPE, &c., India via Taticoria

FOR	PER	DATE
Meji, Kobe, Yokohama, Honolulu, Manzanillo, Salina, Cruz, Callao, Iquique, Valparaiso and Corcovel	Kiyo Maru	Thursday, 25th, 11.00 A.M.
Swatow, Amoy, Foochow and Shanghai Tsingtau, Weihaiwei and Tientsin	Buizen Maru	Thursday, 25th, 11.00 A.M.
Shanghai	Chongking	Thursday, 25th, 1.15 P.M.
Singapore, Penang and Colombo	Sunda	Thursday, 25th, 3.00 P.M.
Batu-Kok	Glonek	Thursday, 25th, 4.00 P.M.
Swatow, Amoy and Foochow	Haiching	Friday, 26th, 9.00 A.M.
Singapore, Penang and Calcutta	Kamsang	Friday, 26th, 11.00 A.M.
Shanghai	Huangang	Friday, 26th, 11.00 A.M.
Macao	Sui Tai	Friday, 26th, 1.15 P.M.
Manila	Yuensang	Friday, 26th, 3.00 P.M.
Saigon	Brand	Friday, 26th, 3.00 P.M.
Manila	Quarta	Friday, 26th, 3.00 P.M.
Manila	Kabuki	Saturday, 27th, 10.00 A.M.
Batavia, Cherbon, Samarang and Sourabaya	Tijuanas	Saturday, 27th, 10.00 A.M.
Macao	Sui Tai	Saturday, 27th, 1.15 P.M.
Shanghai	Waikang	Saturday, 27th, 5.00 P.M.
Swatow	Haimun	Sunday, 28th, 9.00 A.M.

HINTS TO DECORATORS

FOR USING

Hall's Sanitary Washable Distemper.

To Mix for use, add about one pint of water to 5 lbs. of Distemper and stir to the consistency of
a good thick cream. (These quantities are only approximate and judgment must be exercised in the
mixing.) If the Distemper has become stiff, hot water should be used, as it mixes more readily.
Whiting or Lime should be washed off the walls or ceiling before applying the Distemper.
Wall papers may be painted without removing them, if the pattern is not too prominent and if the
paper contains no gold, but two coats will probably be required.

When walls are very porous or repaired, causing too much or unequal suction, we recommend a
coat of size before using the Distemper. This prevents suction, and the Distemper, when dry, is more
washable than if it otherwise would be. For very damp walls give a first coat of "SICCO" Damp
Resistor, also apply this to all damp patches and to places where the lime or salt is working through
the plaster.

White Distemper No. 6 is made for ceilings and is not quite so washable as the other colours.
When necessary to lighten any of the shades, Cream (No. 17) should be used for mixing instead of white.
Dry colours must not be used for altering the shades, as they take away the binding properties of
the Distemper and do not mix evenly.

All shades marked * by the side of the numbers in Colour Book and on the show-cards, may be
used for new plastered walls. Any other shades should not be used on damp plaster.
The Distemper should not be mixed too thickly, one coat is usually sufficient even on new work,
and will give a result equal to two coats of oil paint.

Three weeks after application, but not before, the paint can be washed. This operation should
be done with a sponge wetted with tepid water and passed gently over the wall.

AGENTS—

WILLIAM C. JACK & CO., LTD.,

14, DES VEXE ROAD CENTRAL, HONGKONG.

VISITORS AT HOTELS.

HONGKONG HOTEL.		KINGSLEDGER PRIVATE HOTEL.	
Mr. P. B. Adams	Mr. D. M. Michie	Mr. J. F. Macgregor	Mr. J. F. Macgregor
Mr. J. I. Andrew	Dr. C. Miller	Mr. E. Arnold	Mr. & Mrs. C. G. Mackie
Mr. J. B. Backhouse	Mr. J. G. Minor	Dr. Black	Mr. & Mrs. L. D. Mandell
Mr. J. B. Benedict	Mr. T. F. Moran	Capt. & Mrs. Bromer	Master Mandell
Mr. G. T. Bridgman	Mr. H. J. Morse	Mr. W. F. Brewer	Miss Massey
Mr. A. C. Brunt	Mr. A. B. Moulder	Mr. E. J. Chapman	Mr. C. M. Meyer
Mr. M. O. Clark	Miss M. G. Norton	Mr. E. J. Cooker	Mr. R. S. Morrison
Mr. H. C. Daniel	Mr. W. C. Pierce	Mr. P. S. Dixon	Mr. J. A. Ofor
Mr. J. H. Doran	Mr. H. Pink	Mr. J. G. Donnelly	Mr. Wm. Pittendrigh
Mr. H. G. Fisher	Mr. R. H. Kay	Mr. J. G. Gaudin	Mr. J. Robertson
Capt. G. A. Fox-Smith	Mr. T. W. Richardson	Mr. & Mrs. G. Gordon	Miss K. Sachs
Mr. & Mrs. M. S. Frank	Mr. B. K. Rodger	Mr. C. L. Gorham	Capt. & Mrs. Schmitz
Mr. J. F. Geesner	Mr. C. S. Salmon	Mr. H. Hoffman	Miss M. Southmayd
Master F. B. Geesner	Mr. E. Schroder	Mr. W. H. Tindal King	Mr. & Mrs. Tibbs
Mr. V. Goulbourn	Mr. J. H. Shaner	Mr. & Mrs. A. C. Logan	Mr. B. Webb
Mr. F. S. Gray	Mr. & Mrs. G. R. Smith	Consul J. M. Macdonald	Mr. J. W. Wilson
Mr. T. T. Grimes	Mr. E. H. Solomon		
Capt. T. P. Hall	Dr. and Mrs. A. D. Spalding		
Mr. W. T. Halcrow	Mr. J. Spittles		
Capt. & Mrs. H. Ham-	Miss A. Square		
mond	Mr. and Mrs. M. L. Thompson		
Hon. Mr. and Mrs. E. A. Hewitt	Mr. W. W. Trautschold		
Dr. S. Hough	Mr. J. Ulrich		
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Mr. S. A. Jones	Mr. J. Walton		
Mr. W. A. Law	Mr. H. West		
Mr. G. T. Lloyd	Mr. R. A. Wilson and		
Mr. D. Macdonald	child		
Miss G. A. Macdonald	Mr. G. Wolf		
Dr. J. B. Macpherson	Mr. J. N. Wolfson		
Mr. & Mrs. H. L. Marker	Mr. G. Wood		
Dr. O. Marriott	Col. & Mrs. W. J. Wood		
Miss K. A. Massey	Miss Wood		
Mr. & Mrs. F. E. McHugh			
Capt. T. P. Hall			
Mr. W. B. McLennan			

HONGKONG TIDE TABLE

From August 16th to 26th, 1910.

HIGH WATER.		LOW WATER.	
Day	Time	Day	Time
Mon. 19	10.15	Mon. 19	4.15
Tue. 20	11.15	Tue. 20	3.15
Wed. 21	12.15	Wed. 21	2.15
Thurs. 22	1.15	Thurs. 22	1.15
Fri. 23	2.15	Fri. 23	12.15
Sat. 24	3.15	Sat. 24	11.15
Sun. 25	4.15	Sun. 25	10.15
Mon. 26	5.15	Mon. 26	9.15

ON SALE.

A TABLE OF THE
RATES OF EXCHANGE AT
HONGKONG

For Demand Drafts on London on the day of
or preceding the departure of the English
Mails; also Table of the Yearly
Approximate Averages for 56 years
From 1854 to 1909.
Price \$2 Cash. On sale at the "DAILY
PRESS" Office, or Local Booksellers.

The Most Celebrated Cigarette in the World.

WILLS'S

"THREE CASTLES"

MILD (Green label)
MEDIUM (Yellow label)
MAGNUMS (large size)

In 20'S Packets or 50'S Air-Tight Tins.

These popular Cigarettes are manufactured in BRISTOL from the finest grades of
Virginia Tobacco with all the skill which W. D. & H. O. WILLS have acquired
during the 200 years which have elapsed since their business was established.

SOLD EVERYWHERE.

W. D. & H. O. WILLS.
BRISTOL AND LONDON.

SHARE LIST.—QUOTATIONS.

HONGKONG, August 23rd, 1910.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TIONS CASE.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$277 1/2, a. d. b.
National Bank of China, Limited	99,925	\$7	\$6	\$76, buyers
Bank of China, Limited	8,604	12/6	12/6	\$8, sellers
Bank of Communications, Limited	60,000	\$12	\$12	\$9, sellers
China Light and Power Company, Limited	50,000	\$10	\$10	\$1.40, buyers
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	\$84, buyers
INDUSTRIES.—				
Singapore Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 110.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$5.
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 574.
Loan-Kong-Mow C. Spin. & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 70.
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 240.
RAILWAYS.—				
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$19 1/2, sellers
DOCKERS AND WHARVES.—				
Hongkong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$54, buyers
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$51, buyers
New Amoy Dock Co., Limited	10,000	\$62	\$62	\$9, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 76.
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 116.
SEAWARD & CO., LIMITED	18,000	\$25	\$25	\$9 1/2, sellers
GREEN ISLAND CEMENT CO., LIMITED	400,000	\$10	\$10	\$6, sellers
HONGKONG AND CHINA GAS CO., LIMITED	7,000	\$10	\$10	\$205.
HONGKONG ELECTRIC CO., LIMITED	60,000	\$10	\$10	\$20, buyers
HONGKONG HOTEL COMPANY, LIMITED	12,000	\$50	\$50	\$104, sellers
HONGKONG ICE COMPANY, LIMITED	5,000	\$25	\$25	\$32, sellers
HONGKONG ROPE MANUFACTURING CO., LIMITED	60,000	\$10	all	\$135, buyers
INSURANCES.—				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$167 1/2, sales
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$111.
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$87 1/2.
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$340, sellers
North-China Insurance Co., Limited	10,000	\$15	\$25	Tls. 115, buyers
Union Assurance Society, Limited	12,400	\$250	\$100	\$840, sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$200, sellers
LANDS AND BUILDINGS.—				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	\$100	\$98 1/2, buyers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	\$10	\$84, sellers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$32, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 60	Tls. 60	Tls. 112.
West Point Building Co., Limited	12,500	\$50	\$50	\$39, sellers
MINING.—				
Société Française des Carrières du Tonkin	16,000	Fr. 250	all	\$720.
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	\$1	\$7 1/2, sellers
Peak Tramway Co., Limited	25,000	\$10	all	\$11.
Philippine Co., Limited	50,000	\$10	\$10	\$11, sellers
REFINERIES.—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$167.
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$26, sellers
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$12.
Douglas Steamship Co., Limited	20,000	\$50	all	\$27, sellers
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	\$15	\$32, buyers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$25	all	60, sel. / 1/2 don
Shell Transport & Trading Co., Limited	2,000,000	\$10	\$10	\$9 1/2, buyers
Star Ferry Company, Limited	10,000	\$1	\$1	\$4 1/2, sellers
South China Morning Post, Limited	10,000	\$10	\$10	\$12, sellers
Steam Laundry Company, Limited	20,000	\$5	\$5	\$54, buyers
BROKERS AND LICENSEES.—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10.
Wm. Powell, Limited	15,000	\$7	\$7	\$2, sellers
Watkins, Limited	10,000	\$10	\$10	\$3.
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$63, sellers
Weissmann, Limited	3,000	\$10	\$10	\$12, buyers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	\$10	\$11 1/2, sellers
Union Waterheat Co., Limited	100 fdrers	\$10	\$10	\$500.
ALLIANCE				
Anglo-Malays				6/-
Balgownie				25/-
Beta Tiges				\$16 (Sta.)
Bukit Kajang				100/-
Castellanos, fully paid				63/6
Cheviols				120/-
Eastern and International				21/5, prem.
Highlands and Lowlands				114/6
Kanunings				6/9 prem.
Kuala Lumpur				
Labus				
Ledbury's				92/6
Lingris				54/-
London Asiatics				12/9
London Ventures				6/9
Marlemans				7/9
Pegohs				\$32 (Sta.)
Sandycrofts				\$32, x div. (Str.)
Sapongs				27/-
Shelfords				16 (Str.)
Singapore and Johore				\$5
Sunatra Pans				\$15
Sungei-Kaput				125/-
United Serdangs				

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7% p. annum	Par.

VERNON & SMYTH, Share-Brokers.

COMMERCIAL.

EXCHANGE
CLOSING QUOTATIONS.

August 23rd.	
ON LONDON.—	
Telegraphic Transfer	1/9 1/2
Bank Bills, on demand	1/9 1/2
Bank Bills, at 30 days' sight	1/9 1/2
Bank Bills, at 4 months' sight	1/9 1/2
Credits, at 4 months' sight	1/9 1/2
Documentary Bills 4 months' sight	1/9 1/2
ON PARIS.—	
Bank Bills, on demand	225
Credits, at 4 months' sight	225
ON GERMANY.—	
On demand	182 1/2
ON NEW YORK.—	
Bank Bills, on demand	43 1/2
Credits, at 60 days' sight	44 1/2
ON BOMBAY.—	
Telegraphic Transfer	133 1/2
Bank, on demand	133 1/2
ON CALCUTTA.—	
Telegraphic Transfer	133 1/2
Bank, on demand	133 1/2
ON SHANGHAI.—	
Bank, at sight	74 1/2
Private, 30 days' sight	75 1/2
ON YOKOHAMA.—	
On demand	87 1/2
ON MANILA.—	
On demand	76
ON SINGAPORE.—	
On demand	107 1/2
ON HONGKONG.—	
On demand	2 1/2 p.m.
ON SINGAPORE.—	
On demand	87
SOVEREIGNS, Bank's Buying Rate	\$11.20
GOLD LAY, 100 fine, per tola	\$58.40
BAR SILVER, per oz.	\$24 1/2

SUBSIDIARY COINS.

	per cent
Chinese 20 cents pieces	\$5.25 discount.
Chinese 10 "	\$5.00
Hongkong 20 "	\$5.15
Hongkong 10 "	\$5.99

SIEMSEN & CO.,

Machinery Dept.

Hongkong.

MACHINERY IN STOCK AT HONGKONG.

Complete Suction Gas Plant, 56 H.P.

1 Otto Original Oil Engine, 4 1/2 H.P.

Printing Machines for Foot power, 9 inches
by 13 inches and 10 inches by 14 1/2 inches
Printing surface.

Round Knitting Machines, 3 1/2 inches and 3 1/4
inches diameter complete with needles, etc.

Portable Fire Engines.

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